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Amendments to the Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **bold and underline**, and material to be deleted is in ~~strikeout~~ and/or in [[double brackets]] if the deletion would be difficult to see.

LISTING OF CLAIMS:

1-15. (Cancelled)

16. (Currently amended) A control method for selecting and controlling cylinders and valves in an internal combustion engine, the method comprising:

a first mode of operation to select and deactivate a first number of cylinders**, with at least one cylinder deactivated**, and to carry out combustion in the remaining cylinders with a first number of active valves; and

a second mode of operation to select and deactivate a second number of cylinders, and to carry out combustion in the remaining cylinders with a second number of active valves**, where said first number of cylinders is less than said second number of cylinders, and said first number of active valves is greater than said second number of active valves**.

17. (Currently amended) The method of Claim 16 wherein **active intake valves in each cylinder are coupled to a common manifold intake manifold**~~said first number of cylinders are zero~~.

18. (Original) The method of Claim 16 wherein said first number of active valves and said second number of active valves form different valve patterns.

19-28. (Cancelled)

29. (Currently amended) A method for determining the number of cylinders to operate in an internal combustion engine with electrically actuated valves, the method comprising:

determining an operating condition of at least one of said electrically actuated valves;

determining an operating condition of said internal combustion engine;

selecting a number of cylinders to operate based on said electrically actuated valve operating condition and said engine operating condition;

determining a number of electrically actuated valves to operate in said selected cylinder based on said number of cylinders **and based on said electrically actuated valve operating condition**; and

operating said number of electrically actuated valves in said selected cylinder during a cycle of said internal combustion engine based on said evaluation.

30. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is an engine temperature.

31. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is a time since start of said internal combustion engine.

32. (Cancelled)

33. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is a speed of said internal combustion engine.

34. (Previously presented) The method of Claim 29 wherein said operating condition of said electrically actuated valve is a temperature of said electrically actuated valve.

35. (Previously presented) The method of Claim 29 wherein said operating condition of said electrically actuated valve is an impedance of said electrically actuated valve.

36-51. (Cancelled)

52. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first number of valves operating to carry out combustion in active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second number of valves operating to carry out combustion in active cylinders, where said first number of cylinders deactivated is different from said second number of cylinders deactivated, and said first number of valves operating is different from said second number of valves operating**, and where said first number of cylinders is less than said second number of cylinders, and said first number of valves is greater than said second number of valves**.

53. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of valves **per cylinder** operating to carry out combustion in ~~active~~ **all** cylinders **of the engine**; and

operating the engine in a second mode with a ~~second~~ number of cylinders deactivated, and a second number of valves **per cylinder** operating to carry out combustion in active cylinders, where said first number of valves operating is ~~different from~~**less than** said second number of valves operating.

54. (Currently amended) The method of claim 53 **where during said second mode, the engine operates alternately between different valves active per cylinder, while still operating with said second number of valves per cylinder**~~where during said first mode, the engine operated with a second number of cylinders deactivated different from said first number of cylinders deactivated~~.

55. (Currently amended) A method for operating an internal combustion engine with electrically actuated **intake** valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first configuration of **electrically actuated intake** valves operating to carry out combustion in active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second configuration of **electrically actuated intake** valves operating to carry out combustion in active cylinders, and said first configuration of valves operating is different from said second configuration of valves operating**, where each electrically actuated intake valve in the first and second valve configurations communicates between cylinders and a common intake manifold**.

56. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is the same as said second number of cylinders deactivated.

57. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is different from said second number of cylinders deactivated.

58. (Previously presented) A method for operating an internal combustion engine with electrically actuated valves, the method comprising varying a number of deactivated cylinders and varying a number of active valves in active cylinders to regulate engine output during engine operation.

59. (Original) The method of claim 58 further comprising varying a number of strokes of a cylinder cycle to further regulate engine output during engine operation.

60. (New) A method for operating an internal combustion engine with electrically actuated exhaust valves communicating with an exhaust system via an exhaust manifold, the method comprising:

operating the engine in a first mode with a first number and pattern of active exhaust per cylinder valves operating to carry out combustion in active cylinders; and

operating the engine in a second mode with a number of cylinders deactivated, and a second number and pattern of active exhaust valves per cylinder operating to carry out combustion in active cylinders, where said first number or pattern of valves operating is different from said second number or pattern of valves operating.

61. (New) The method of claim 60 wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where a different valves alternately operate as the one active exhaust valve.

62. (New) The method of claim 60 wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where the same valve operates as the one active exhaust valve during a plurality of cycles.

63. (New) The method of claim 52 wherein during the first mode, valve operation includes dual intake dual exhaust valve operation during the cycle, and during the second mode, valve operation includes alternating intake alternating exhaust valve operation.

64. (New) The method of claim 52 where plural intake valves of the cylinder are coupled to a common intake manifold